

RUDDER FLUTTER

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William S. Cooper, Administrator

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IDAHO WOMEN IN AVIATION: A DISTINGUISHED HISTORY AND A BRIGHT FUTURE

According to Arthur Hart's recently published book, "Wings Over Idaho", the recorded history of women piloting aircraft in Idaho begins in May, 1913.

On May 30th of that year, barnstormer Alys McKey took off from the Boise fairgrounds in a Curtiss Biplane to launch a tradition of involvement by women that has steadily grown over the years.

Very few activities in the American culture have had as strong a male orientation as the field of aviation. Even today, as we approach the turn of the century, the idea that women are as apt to be flying the pilot-in-command position as a man, will come as a surprise to many of the non-flying public.

The actual facts are that in the relatively short history of aviation in America, and certainly in Idaho, women have been and continue to be vitally involved in every segment of the industry.

To mention some of the individuals who have been important parts of Idaho aviation is a real gamble, but at the risk of leaving out someone's mother, daughter, sister or favorite lady, here are some of the names that spring to mind, in no particular order:

Delphine Aldecoa, recognized by election to the Idaho Aviation Hall of Fame, the first woman to serve as an FAA tower chief in the Pacific Northwest.

Gene Nora Jessen, past president of the 99's. One of the original 13 women selectee's in a NASA program to train female astronauts.

Barbara Morgan, McCall teacher who is now first on the list to be the first NASA Teacher-in-Space.

Lynn Clark, one of Idaho's premier professional back-country pilot's, and author of several articles dealing with wilderness flying.

Anita Lewis, 99's Council of Governors, past president of the Idaho Aviation Association, former owner of an Idaho based Part 135 operation.

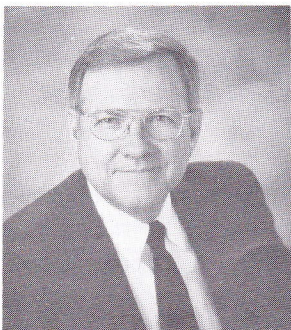
Sherry Knight Rossiter, owner of Progressive Pilot Seminars, nationally recognized for her expertise in fixed and rotary wing flight instruction programs.

JoAnn Wolters, owner of Salmon Air Taxi. Member of the Frank Church River of No Return Wilderness Committee to review the Limits of Acceptable Change.

Gladys Buroker, pioneer Idaho aviator in the 1930's, who still remains active in airplanes and hot air balloons.

Barbara Ady, recently retired from the FAA so she could devote more time to corporate aviation activities. President, Idaho Aviation Hall of Fame and a driving force behind the effort to establish a Hall of Fame museum.

These and others like Sharon Laird, Candy Hardt, Pam Staton, Judy Spelde, Judy Morris, Judy Squire, Sharon Gliege, Teri Maurice, Roberta Potter, Tonya Heibert, are just a few of the many aviation champions who have set Idaho aviation on a clear course as we move toward the 21st century. To them all we owe a debt that can never be repaid.



ADMINISTRATOR'S COLUMN

This issue of the Rudder Flutter finds us at the beginning of the Fall and Winter weather. We can expect to start seeing frost on flight surfaces in the mornings when we preflight. We will also start seeing snow and ice. It is time to review your winter flying procedures. The year has been pretty safe incident and accident-wise. Let's all resolve to keep it that way.

Notwithstanding the fires in the backcountry, Idaho's airports received heavy use this summer. We were forced to close Johnson Creek, Big Creek, Warm Springs, and Cavanaugh Bay at one time or another but I am glad to report that none of the airports were damaged by the fires. Chamberlain Basin was touch-and-go for about a month as the fire burned within several miles of the airport and then stayed there but that airport was undamaged also. All of us at The Division of Aeronautics offer our apologies for any inconvenience that the airport closings may have caused you and we appreciate your assistance and cooperation that you gave us during this difficult period.

The Safe Pilot Program is off to a good start. I encourage each of you to participate in it. The Annual Aviation Conference was a success although we would like to have seen greater attendance at the sessions. We have heard from many of you that the timing was not optimum. We agree. Our intention was to schedule it in the spring and will plan to do next year.

We are justly proud of our own John Maakestad who was selected by the AOPA for their Presidential Award. Well done John. We would also like to recognize Mike Ferguson, the State Aviation Director of Montana who was selected by the National Association of State Aviation Officials (NASAO) to receive their "Ambassador for Aviation" award. Mike has worked tirelessly for General Aviation for many years. Most currently he has personally flown 387 Montana young people on their first flight under the EAA's Young Eagles Program. Congratulations Mike!

Again, thanks for your cooperation and help this year.

IDAHO SAFE PILOT PROGRAM REVISITED

In the past two years we have learned that if we want to make sure we hear from our flying public, one sure way is to mess around with the Idaho Safe Pilot Awards program.

Well, we did mess around with it and we have heard from lots of you. Not all the calls were to congratulate us for the changes either.

Getting to the point, the comments we received made us realize that we have not yet put together a program that will accommodate the wide spectrum of aviation activities we have here in Idaho. For example, one of the segments outside of general aviation we want to encourage to participate, the commercial/ag pilots, need to know how the qualifying criteria apply to them.

We have also heard from some of you who feel that the previous system which allowed qualifying merely by flying time, should be retained.

First, we need to review the objectives of the Safe Pilot Awards Program. The rate of change in technology and information these days dictates that to stay current with all the rules and devices, a pilot has to have as many sources of information as possible. In order to meet the demands of today's aviation environment, we believe we are obligated to develop a program which incorporates both ground and flight training requirements.

Continued on page 4

IDAHO TRANSPORTATION DEPARTMENT:

Governor *CECIL D. ANDRUS*
Director *DWIGHT BOWER*
Aeronautics Administrator
WILLIAM S. COOPER

Aeronautics Advisory Board:
Chairman *H.P. HILL*
Member *HARRY MERRICK*
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John Maakestad and AOPA President Phil Boyer

As recipient of the Airplane Owners and Pilots Association (AOPA) Presidential Citation, John is distinguished as one of a very select group to be honored by the 330,000 members of AOPA for service to general aviation.

The staff at the Division of Aeronautics congratulates John on receiving this well deserved award!

JOHN MAAKESTAD RECEIVES PRESIDENTIAL CITATION FROM AOPA

During his visit to the Idaho Aviation Conference in August, AOPA President Phil Boyer presented an AOPA Presidential Citation to John Maakestad, Idaho Division of Aeronautics Safety Education/Information Officer. This citation is one of the most prestigious awards presented by AOPA.

Mr. Boyer presented the award at the conference banquet in recognition of John's exemplary dedication to the advancement of general aviation in Idaho. Said Boyer, "Aviation safety has been greatly enhanced by your unselfish work on behalf of Idaho pilots." He continued, "The Aircraft Owners and Pilots Association salutes you for your distinguished career contributions as a safety education advocate, an inspiration leader, and a steadfast aviation professional."

STUDENT PILOT STARTS FOR 1994 DOWN 25%

From the Ohio Aviation News

The Learn-to-Fly Program, now being administered by the National Air Transportation Association, received mention in the Senate's 1995 transportation appropriates bill. Report language in the bill directs the FAA to promote the program "to ensure the long-term viability of the U.S. civil aviation industry." Student pilot certificates processed by the FAA are down by over 26% for the first half of this year compared to the first half of last year. Fewer than 24,000 student pilot certificates have been issued so far this year. The number of private pilot certificates issued for that same period is down 25%.

ART CONTEST

For brochures on the 1995 International Aviation Art Contest for children call us at 1-800-468-5865 or (208) 334-8776.

PRODUCT LIABILITY REFORM BILL NOW THE LAW OF THE LAND

The fact that the President has signed the aviation product liability reform bill to create an 18-year statute of repose in aircraft accident lawsuits is fairly old information to most of us by now.

However, it is important to recognize the individuals and organizations who stayed the course over a period of several years to see the successful conclusion of their efforts.

Three legislators, Senator Nancy Kassebaum (R-KS), Representative Dan Glickman (D-KS), and Representative James Hansen (R-UT), deserve credit for waging a nine-year battle until the liability reform was enacted.

Organizations instrumental in supporting the legislation include AOPA, Cessna, Beechcraft, Piper Aircraft, NBAA, and GAMA, led by Idaho's Ed Stimpson.

Smaller organizations such as the Idaho Aviation Association played important roles by keeping our own congressional delegation accountable to the process.

Congratulations to everyone who took the time to be involved in this important legislation. The health of the general aviation industry will benefit from your good work.

THIRD ANNUAL IDAHO AVIATION CONFERENCE REPORT

Despite the raging forest fires that threatened to devour much of Mother Nature's good work in our state, the Third Annual Idaho Aviation Conference came off without any serious glitches as August was trying to become September.

Attendance was down for the safety seminars, but a pleasantly rowdy crowd of well over one hundred like minded aviation enthusiasts helped close the activities down at the Saturday evening banquet, where the first of the newly designed Safe Pilot Program pins were awarded.

Banquet guest speaker Phil Boyer delivered a very sobering message about the state of general aviation. He described how all of us can contribute to the health of the industry by encouraging non-flying friends to try aviation on for size.

We also had excellent support from vendors this year. Not only did several of them attend and set up booth displays, but many of them provided gifts for us to give away as door prizes during the conference and at the banquet.

Several people have made suggestions how we may be able to increase the attendance at our annual convention. One of the recurring comments is to return to the springtime (April-May) schedule for the event. You may recall we had originally sched-

uled this year's event in May, but changed the date to accommodate Phil Boyer's travel plan.

The issue of where the event will be held has been part of the debate as well. We are due to move into the eastern part of the state for the first time, and we would like to have someone step forward to act as area chairman for next year's conference, perhaps in Pocatello or Idaho Falls.

At this point we are open for almost any suggestion. We need to start locking in facilities in the next month or at least by the end of November. If you have an urge to join in on the FUN of putting one of these shindigs together, let us know. We never turn down offers of help.

CHET MOULTON AWARD ESTABLISHED

An award honoring the distinguished career of one of Idaho's aviation pioneers has been established to recognize other individuals who, like Chet Moulton, have made significant and lasting contributions to the aviation community.

The inaugural award was presented during the conference awards banquet in August, to Mr. Pete Hill, of Shelley, ID.

In accordance with the wishes of the Moulton family, a plaque containing the names of the recipients of this award will be on display as part of the Idaho Aviation Hall of Fame's tribute to Chet Moulton as a true visionary aviation champion.

SAFE PILOT PROGRAM (continued from page 2)

In looking at the training requirements that the commercial side of the industry places on their pilots, you can begin to understand how they view the impacts on safety if training is not accomplished.

Our program qualifying criteria is not intended to be so narrow that you must attend only specified courses to be able to apply. Rather, we want to recognize any course of training, both ground and air, in which the pilot is improving skills and knowledge.

Therefore, all we really need from those of you who are accomplishing that kind of activity, but didn't see it listed on any of the advertisements for the program, is for you to attest on the application form that you received the training and we will make every effort to qualify you for the award.

The program is not designed to be for just a few aviators. We are not in the business of excluding people from receiving the award. By the same token we don't want to devalue the import of the program by awarding without merit.

We renew our commitment to keep this program alive and well. We will keep tweaking until we get it right. We ask that you help by letting us know how we can make it better for all Idaho aviators.

Applications for the 1993 program available in the next issue of *Rudder Flutter*.

FIFTH ANNUAL KITFOX FLY-IN DRAWS RECORD CROWD

Over 200 Kitfox enthusiasts and builders gathered over the weekend of September 10th, to enjoy some fun, frolic and flying at the Skystar Aircraft Corporation factory headquarters location on the west side of the Nampa airport.

Company pilots provided 75 flights including 35 demonstration flights for current and prospective Kitfox owners, and 40 dual familiarization flights.

In addition, technical instruction seminars addressing topics such as engine installations, rigging, and flight testing amateur-built aircraft, were part of the weekend long program.

Co-winners of the Annual Fly-in Grand Champion Kitfox were a father and son team from Twin Falls, Dick and Dave Shotwell. They shared the trophy with another father and son team from Vancouver, B.C.

Our congratulations to the entire professional team at Skystar for another successful Idaho flying event!

FIRE SEASON DECLARED OVER: AIRPORTS REMAIN OPEN

As the cooler fall weather rolls into the Gem state, forest officials have claimed victory in the battle to fight the fires of one of the worst fire seasons ever in Idaho.

Only two 20-person teams are being kept on the lines to mop up hot spots in the Blackwell-Corral Complex fire which burned 175,000 acres north and east of McCall, and the Chicken Complex 105,000 acre fire which threatened the Chamberlain Basin airport and historic sites.

Upwards of 10,000 fire fighters were finally used in the fire fighting effort which saw more than 600,000 acres burned. Several of the backcountry airstrips were closed at various times in order to support aerial fire fighting activities.

Although at times there were fears that there may be some fire damage to some airports, they all escaped without injury except for some diminished scenery in the adjacent areas.

Division airport maintenance staff teams are making a final assessment of state airports to determine what actions may have to be taken to prepare for next year's flying season. Watch the *Rudder Flutter* for details on work party activities.

AVID AIRCRAFT CELEBRATES WITH BEST FLY-IN YET!

Avid Aircraft sponsored its best fly-in yet! Now in its fourth year, Avid's annual event has continued to grow. This year saw 250 owners and builders and a record 26 airplanes. The three days were packed with forums and activities for pilots, builders, and spouses. The most popular forum each year is Todd Mansfield's "Builder Tips" fo-

rum. Todd, who is the senior customer service representative, spent over an hour sharing information and answering questions about Avid assembly techniques. Other forums covered welding, fiberglass repair, and sheet metal.

The flying events included a short-field take-off, flour bomb and spot landing contests. Seventeen aircraft participated in the competition. Pilot and passengers enjoyed the Homedale ice cream social where Avid picked-up the tab for milkshakes and ice cream cones in the park. The evening was capped off with a great presentation by Galen L. Hanselman, author of the "Fly Idaho" guide to the backcountry.

The last event, and one of the most popular, was the now famous Avid auction where many builders and owners picked up great bargains on everything from exhaust pipes to gas tanks.

All in all a great time was had by everyone and many attendees are already making plans for next year's event on September 8, 9, and 10th.

For more information on the Avid fly-in or Avid airplanes contact Avid Aircraft, Inc., (208) 454-2600, or write P.O. Box 728, Caldwell, ID 83606.



PHIL WEST RETIRES AFTER 50 YEARS OF SERVICE TO THE PRESTON AIRPORT

Phil West recently was honored by the Franklin County Commission for 50 years of continuous service on the Preston Airport Commission spanning from 1944 to 1994.

During those years Phil's dedication and untiring efforts have resulted in continuous upgrading from a dirt runway to a facility with a paved surface and a lighting system that allows night flying. He is fond of saying that the sky over Preston is another highway to town.

Phil has trained over 300 pilots, several who eventually became airline or U.S. Air Force pilots. He has received an Idaho Safe Pilot Award for 42 years. He has always been there to help when an aircraft was not where it was supposed to be and a search effort was required.

Phil, the aviation community of Idaho thanks you for your many years of service and wish you clear skies and smooth landings.

DICK LAIRD FLYING WITH ANGELS

Dick Laird (4/11/38-10/11/94) passed away at his home in Florance, Oregon. Dick was one time owner/operator of Sandpoint Aviation and Sandpoint Airport Manager. Dick's dauntless efforts to get an instrument approach at the Sandpoint Airport are about to

bear fruit. In the future when you are shooting that instrument approach into Sandpoint, remember to say a little thank you to Dick Laird.

ARCO AIRPORT COMMITTEE CHAIRMAN DIES IN PLANE CRASH

Blaine K. Pope, 62-year old Chairman of the Arco Airport Committee, died July 7, 1994 when his aircraft crashed on departure from his beloved Arco Airport, due to apparent mechanical failure.

For the past several years as chairman of the airport committee, Blaine had worked many an hour to promote the improvement of the airport at Arco. He truly believed that a modern airport was one of the keys to a growing and healthy economy in his community.

Baline believed that an instrument approach was absolutely mandatory and took on the project to get an NDB installed and the approach published (scheduled for December, 1994).

His efforts to advance aviation were not just limited to his own airport. He has been known to travel as far away as Sandpoint to share his experience to improve aviation for all Idahoans.

Blaine was a hard working champion for aviation and a true gentleman in every sense. For those aviators who did not know him, he was your friend. For

those of us who did, we will miss him.

BEAR LAKE COUNTY AIRPORT REPORT

July was a big month for the Bear Lake County Airport. Sixty-one pilots signed the log.

One of the most unusual aircraft to use the airport was a glider piloted by Alan Sands from France and David Noyes from Ohio. The glider had a 60 foot wing span and flew at 17,000 to 18,000 feet.

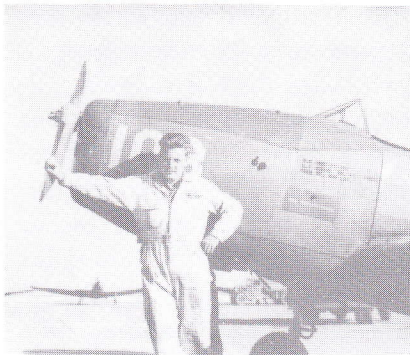
During the week of the fire east of the Hot Springs Road, Pocatello Aviation Center flew officials in and out of the airport to the fire site. A Helotack Helicopter, out of Shoshone, and a twin engine spotting plane also fueled up at the airport.

Other reasons for pilots to stop at the airport included insect spraying, attending a wedding, picking up Bear Lake raspberries, visiting relatives, business, and picking up or dropping off passengers.

The ground school pilots training class began mid July and is continuing. Jeff Penner from Logan Air Service is the instructor.

It was also reported to the airport board that John Newcom, the new District Forest Ranger, has based his plane at the Bear Lake County Airport.

The above article was extracted from the News Examiner of Montpelier by Olean Parker.



MEMORIAL TO CHARLES JENKINSON

By Olean Parker

A wind speed and direction indicator, commonly known as a windsock, has been installed atop the Bear Lake Memorial Hospital in memory of Charles D. Jenkinson. He was a pioneer aviator in the valley during the 1950's. The windsock will help helicopter pilots make safer landings and takeoffs at the hospital helopad.

Charles assembled his first airplane from a kit in the basement of the family home when he was 16 years old. At the age of 18, he migrated to Inglewood, California where he worked in the aircraft factories and got his pilots license. During World War II, he trained British students for the RAF (Royal Air Force). Later, as a flight instructor stationed at Sweetwater, Texas, he trained WACs (Women Aviation Cadets).

In 1945, Charles moved to Twin Falls, Idaho, where he was co-owner and operator of Magic Valley Aircraft there he gave private flight instruction and ran a crop dusting operation. During the severe winter of '48-'49, Magic Valley Aircraft made emergency food and medicine

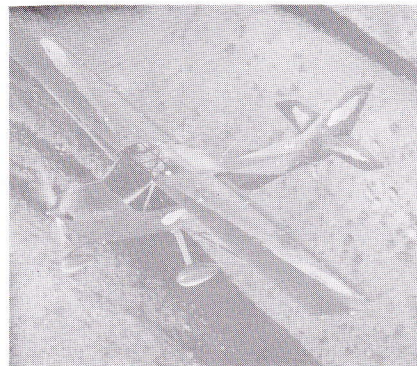
drops to stranded people in rural areas. This operation was made possible as Clark Brackett, Verl Perry, and Charles Jenkinson walked to the Twin Falls Municipal Airport to fly out two ski-equipped airplanes. They set up an emergency landing strip in a city park, known as South Park, near the Jenkinson residence.

In June of 1952, Charles Jenkinson and his family moved to the Bear Lake Valley, bringing with them the first airplane to be permanently stationed in the area. Charles flew the first mercy flight from the valley in the 50's, taking a man to Salt Lake City for emergency medical treatment. He flew several mercy flights, as they were called then (now they are called "life flights"), during the late 50's and early 60's.

To make these transfers, Charles would remove the two right side seats of his plane. He would sit in the front left seat, a nurse would sit in the rear left seat, and a stretcher could be put in on the right side.

In talking with the pilots that fly into the hospital with the life flight helicopters, they indicated a windsock would be a big benefit to them. In answer to this request, and in memory of their husband and father, the Jenkinson family has purchased and donated an FAA approved lighted windsock to be mounted on the roof of the hospital.

(Editor's note: Mr. Charles D. Jenkinson passed away in January of 1985 at the age of 71.)



KITFOX / TELEDYNE CONTINENTAL COMBINE FOR INCREASED PERFORMANCE

SkyStar Aircraft Corporation has unveiled plans to offer the new Continental IO-240 engine, as well as Continental O-200 and IO-240 engine installation kits, for the *Kitfox Series 5 Taildragger and Vixen* kit aircraft. The Continental O-200 and IO-240 engines are FAA certified powerplants, and represent a significant increase in the available power and performance for the versatile Kitfox.

SkyStar President Phil Reed commented: "The new *Kitfox Series 5* family was designed to maximize the performance of engines in the 75 to 125 horsepower range. The new Continental IO-240 is an ideal choice for Kitfox owners who are interested in gaining maximum performance from a certified powerplant. We feel the addition of Continental engine options provides an exciting opportunity for a new range of flight performance in a Kitfox."

With the addition of these new engines, the Kitfox is able to provide a fun flying platform for all types of recreational pilots.

COMMAND DECISIONS

By R.D. Patrick

Last month while I was at the United Airlines training center in Denver going to school for the 757/767, I put together the following ideas for this *Rudder Flutter* column.

We all learned Bernoulli's Principle when we studied for our private pilot certificate. That, of course, is the scientific explanation of how an airplane wing creates lift. So, is that what makes an airplane fly? No. Fuel, gasoline, jet-A is what makes an airplane fly. I know this is not a scientific principle and doesn't follow the laws of physics, but there are enough airplanes unintentionally parked around the countryside to prove my point.

Why would a normal conservative pilot continue to fly an airplane until total fuel exhaustion? It happens every day and you read about it in *Flying Magazine* monthly.

I don't think these pilots have really thought about and really analyzed the total concept of fuel management.

We will use a C-152 and discuss some rules of thumb for fuel management and basic philosophies of fuel planning. The pilots operation handbook specifies 26 gallons total fuel capacity in two 13 gallon fuel tanks, with 24.5 gallons usable in all flight conditions. So we can assume the aircraft has 24 gallons of usable fuel onboard when serviced for flight. Never

assume anything no matter how minor the item! Who fueled the airplane and was it topped off to the bottom of the filler neck? Would you be willing to bet \$5? \$500? your 401K? How about your life? That is exactly what you are doing when you plan and fly a trip to the limits of fuel endurance. If you have not personally supervised the fueling of the aircraft, you better make an allowance for error. I use 10% as my figure, which in our C-152 is 2.4 gallons short, and it could very well be more. Now as you continue your flight planning, the POH states a burn rate of 4.4-6.4 gph depending on the power setting that you use. Let's use a cruise setting of 2,450 and the burn rate of 6.0 gph. Never assume that you can accomplish this figure, they were calculated under test conditions with an experienced test pilot flying the airplane. I personally keep a fuel log, date fueled, quantity added, tachometer time or Hobbs time. By doing this you can, over a period of 40-50 hours, establish an hourly burn rate for your particular airplane. You will also note that on certain flights the hourly burn was slightly higher. Use this figure to give yourself more of a margin for error. If you are renting or flying a club airplane which you have never flown, or have very little experience with, ask the owner or a club member about the fuel consumption. Don't be hesitant to ask questions just because you are a new pilot or an old pilot not familiar with that particular aircraft.

FAR 91.151 states that you must arrive at your destination

with 30 minutes fuel remaining daytime and 45 minutes night. If you used the C-152 POH consumption of 6.0 gph, 30 minutes equals 3.0 gallons of fuel remaining. Before you accept this figure as your minimum reserve fuel please drain the fuel tanks and pour 1.5 gallons back in each tank. Now standing on a stepladder, look in the tanks with a flashlight while someone rocks the wing to simulate flight. I don't think we could find many pilots who would fly that airplane with 3.0 gallons of fuel on board. My personal fuel reserve is one hour in a light plane, and this is a figure that a lot of pilots use who are not glider qualified.

Now the time has arrived for you to make a Command Decision while you are reading this article. This is the decision the pilots of the airplanes that landed off airports from fuel exhaustion made while under the stress of flying the aircraft and influenced by destination-itis. Just how many minutes into your one hour of fuel reserve are you going to fly? 5, 15, or 30 minutes?

NEW RATINGS

INSTRUMENT:

Avery Pratt
CFI - Steve Bower

Patricia Reedy
CFI - Steve Bower

CFII:

Pat Shanafelt
CFI - Steve Bower

CONGRATULATIONS TO ALL OF YOU!

Idaho Students Flying High At Third Annual ACE Academy

Although the event may now be just a distant memory for the sixty seven Idaho students who attended the Third Annual Idaho ACE Academy, they certainly left their mark on those of us who were privileged to be involved in the activities of the program, both at the University of Idaho and the Boise State University campuses.

This year we were fortunate to have the added resources of the University of Idaho which enabled more student participation. You may remember that the U of I NASA Space Grant Consortium pledged funds to send one student from each location to Space Camp in Huntsville, Alabama this year. Well, that dream is about to come true for Ms. Elizabeth Mayes, of Boise, and Mr. Benjamin Durkee, of Weippe.

Those two talented youngsters will leave on November 12th, to enjoy a seven day adventure at Space Camp, all expenses paid. They will be enrolled in the portion of the program that emphasizes astronaut training. A major feature of this program includes the simulation of a shuttle launch mission from takeoff to recovery.

As an added feature of the Academy, the Division has developed an intern program designed to help future academy graduates gain an understanding of aviation management practices by working in the various areas of responsibility at Idaho

Division of Aeronautics. We expect to hire one of the candidates by mid-November.

We are excited about the aviation education opportunities coming up for this next year. The ACE Academy will continue to be a major part of the Aviation-education (Av-ed) program, with the possibility of expanding the format to include an Academy for teachers interested in training in the development of Av-ed curriculums.

These programs rely heavily on participation by volunteers in and out of the aviation community and industry. If you have an interest in contributing your time, services, or good old American money, do we have a deal for you. We'll even give you our toll free number to call to help keep the cost down - 1-800-468-5865.

Seriously, we do need an ever increasing base of support for these programs, and we would like to hear from you. As Phil Boyer stated at the Aviation Conference in August, it is up to each of us to bring non-flyers in to our community. If we don't, whoever is the last one to fly, please turn off the mags!!

CALENDAR OF EVENTS

NOVEMBER

12-13 - Fourth Annual Oregon Air Fair. Portland, OR. 1-800-547-6922.

30-Dec. 3 - 26th Annual International Council of Air Shows Convention. Reno, NV. (517) 782-2424.

22 - South China & Hong Kong Airport & Aviation Expo '94. Guanzhou, PRC. (202) 659-4557. Don't miss it!

APRIL

9-15 - Sun 'n Fun '95. Lakeland, FL. (813) 644-2431.

JULY

27-Aug. 2 - 43rd Annual EAA Fly-In and Sport Aviation Convention. Oshkosh, WI. (414) 426-4800.

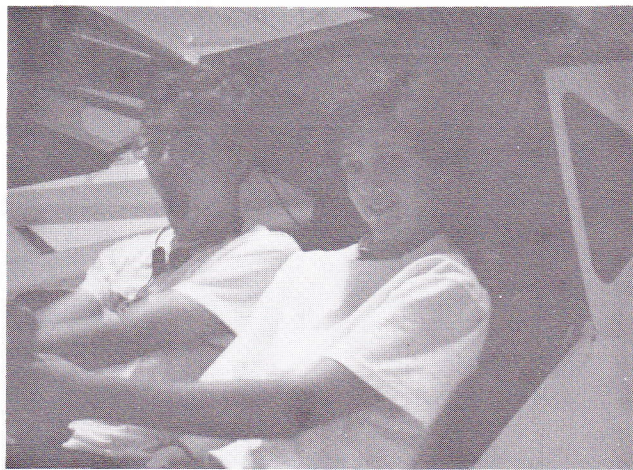
Be sure your next event appears in the *Rudder Flutter*. Send information to Rudder Flutter, Idaho Division of Aeronautics, P.O. Box 7129, Boise, ID 83707-1129.



ACE Graduates - Class of '94

SUMMER MEMORIES '94

ACE ACADEMY



OSHKOSH



IDAHO AVIATION CONFERENCE



WINTER WEATHER INFORMATION FOR PILOTS

THINGS TO REMEMBER ABOUT ICE

1. Remember, there is no such thing as a little ice. Have an icing escape plan ready before you take off and use your "out" at the first sign of ice.

2. Turn the pitot tube heat on briefly during preflight and feel it to be sure it is working. Have it on well before entering clouds or reaching freezing temperatures.

3. Icing is very common over mountainous areas because of the lifting action and in the lee of the Great Lakes because of abundant moisture. Use extra caution in these areas and remember that alternate airports with instrument approaches may be scarce in the mountains.

4. When there is a chance of ice, be sure that you can reach warmer than freezing temperatures, either above or below your altitude, or clear air, with in the performance of your aircraft.

5. If you are topping clouds to stay out of ice, remember that the "tops" become higher near the LOW pressure center.

6. If you are flying an aircraft equipped with deicing boots, it is a good idea to cycle the boots periodically, even when ice is not expected. This keeps the

valves in the pneumatic system from sticking.

7. If climbing above an icing layer, don't climb at a steep angle of attack. This can allow ice to form on the underside of the wing, which quickly degrades performance.

8. Pass along icing and cloud top information to Flightwatch on 122.0.

9. When considering PIREPs for ice encounters, remember that aircraft of different sizes and wing shapes accumulate ice very differently. Look for reports on aircraft types similar to yours.

10. A "zero flap" or "partial flap" landing may be best when landing with a load of ice. Use higher than normal approach speeds. Consult your approved airplane flight manual.

THINGS TO REMEMBER IN GENERAL ABOUT WINTER FLYING

1. If your aircraft's battery is dead, do not hand prop the aircraft. Have the battery serviced or use external power. Hand propping an aircraft is very dangerous.

2. Flight instruments need extra time to spin-up when they are cold. Be sure the cockpit is warmed-up and gyros are up to speed before takeoff.

3. Take blustery winter headwinds into account, especially if flying westbound, when planning for fuel requirements.

Also, check wind direction and speed at your destination and be sure it is within the aircraft's and your crosswind capability.

4. During engine start be cautious about over priming your engine. Have a fire extinguisher nearby in case of emergency. Preheating is the safest way to winter starts and it is easier on the engine.

5. After a snowfall, remember that the landscape will no longer look like the VFR sectional chart. Many landmarks will most likely be snow covered.

6. Check with your destination airport for snow cover and removal operations. Airport surface conditions can change quickly with fast moving winter weather and the latest information may not be in the NOTAMs.

7. Dress for survival when you fly this time of year. Also, pack a winter survival kit.

Information obtained from the U.S. Department of Transportation, Federal Aviation Administration. For copies of this very informative brochure contact: Aviation Safety, (202) 267-7770.

BOISE AUTOMATED FLIGHT SERVICE STATION

For preflight briefing and flight plan filing in Idaho: **1-800-WX-BRIEF = 1-800-922-7433.**

Clearance delivery or closing flight plan only:
1-800-253-3459.

WRITTEN EXAMS BEING ERASED

From Flight Training Magazine, November, 1994

If you want to take an FAA written exam, depending on the certificate or rating you're seeking, it may already be too late to take it. The FAA is converting its airman knowledge (written) exams to computer-based tests, so a supply of sharp No. 2 pencils will no longer be required for testing.

The schedule for conversion is in Advisory Circular 60-23. Many paper tests are now gone; the commercial pilot (airplane and hot air balloon) and instrument flight instructor exams, among others, such as the private pilot (hot air balloon) were converted Sept. 15. The instrument rating exam and others are scheduled to go digital on Dec. 15. Most of the flight instructor exams will go paperless March 15, 1995, and the conversion will be complete (with the private pilot airplane exam being one of the last to go) June 15, 1995.

When the conversion is completed, the FAA will have taken all of its paper, tests, question selection and answer sheets, and written tests books home with it. While written test books will no longer be published once the exam has been converted, the FAA will provide the questions and their associated subject matter reference material through an electronic bulletin board service.

The FAA first authorized computerized knowledge testing in 1989, and last year, little more than half of all the knowledge exams were given by the three computer testing designees, CATS, Drake Training and Technologies, and Sylvan Learning Systems, how will continue to administer the tests. The conversion will save the FAA about \$1.5 million a year, and applicants will know immediately how well they did on their exam.

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